



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: June 10, 2020
Person Contacted: Jeff Abrams, [REDACTED]
NTSB Accident Number: WPR20LA177

Narrative:

During a telephone conversation Mr. Abrams stated the following:

- Mr. Abrams was flying his PA28, and was inbound for A39 out of the north, and his ADS-B receiver indicated that he was just ahead of N6402X. They both transitioned through the class B airspace while in close proximity to each other, and on the same ATC frequency.
- As Mr. Abrams approached to within about 8 miles of A39, the pilot of N6402X made an announcement that he was 12 miles out, and also to the north. Mr. Abrams then announced his position. As he approached the airport environment, the pilot of N6402X made the call that he was over the test track (north of airport).
- Mr. Abrams flew over the runway 300 feet above pattern altitude, and descended to pattern altitude as he joined the left downwind for runway 22. He could then see N6402X fly over the runway in trail, but well below the pattern altitude.
- He was concerned that he needed to give N6402X space to land, so he cut the pattern short, and as he turned onto final, he heard the pilot of N6402X saying he was on the base leg.
- He could see the lights of N6402X out in the distance, and continued to be concerned that it was low.
- After landing, he taxied to the fuel island in anticipation of watching N6402X land. He could not see or hear an airplane in the pattern, so became concerned and called LEIDOS to report the airplane as missing.
- Mr. Abrams described the conditions during the landing approach as very dark, he stated that there was minimal light, and by the time he landed there was just a faint hint of blue at the horizon. The desert area surrounding the airport to the east and was unpopulated, generally unlit, and ground features and terrain were not visible.

- He further stated that around twilight time in that region, the desert is “pitch black”, and that shortly after landing it was dark enough that he had to use his flashlight to warn someone in the ramp area of his presence.
- He is aware of the multiple butte’s northeast of the airport, but when flying in the traffic pattern at the standard altitude, has always been well clear of them.
- He observed N6402X on his ADS-B receiver throughout.
- The pilot of N6402X sounded alert during all radio communications, and at no time did he appear to be in distress.
- Mr. Abrams did not see the airplane trailing smoke, vapors, or flame. He did not witness the impact, nor see the post-crash fire.



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Interview Date: June 10, 2020
Person Contacted: Elena Davis [REDACTED]
NTSB Accident Number: WPR20LA177

Narrative:

During a telephone conversation Mrs. Davis stated the following:

- Mrs David is the wife of the pilot of N6402X.
- The airplane was built originally in Washington by her husband's father.
- Her husband regularly goes flying, often flies at night, which he enjoys because of the views of the sky and Milky Way.
- He told her he was going flying that night, but did not say where, which was not unusual. He typically flies from Deer Valley to Ak-Chin Airport to get fuel, and it is one of his preferred destinations.
- He often comes home late, and she can keep track of the airplanes whereabouts because it is equipped with a SPOT tracker.
- On the night of the accident, he had not come home by midnight, which again was not unusual, but she checked the SPOT tracker and it reported its last location was a few miles east of Ak-Chin at 2022.